

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,351 tons	Captain H. D. Jones.
"POWAN,"	2,338	G. F. Morrison, R.M.R.
"FATSHAN,"	2,260	R. D. Thomas.
"HANKOW,"	3,073	G. V. Lloyd.
"KINSHAN,"	1,995	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 3 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

"NANNING," 569 " " " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yuki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.

Canton to Tak Hing, Single \$12.50. Return \$21.00.

Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

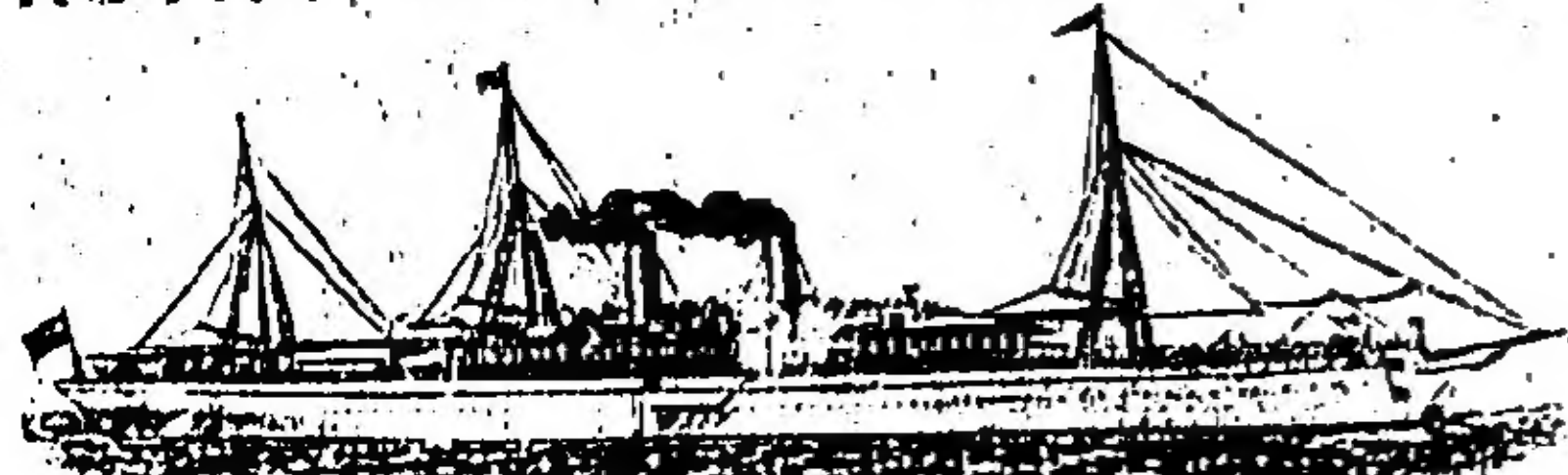
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 1 to 7 Days Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

STEAMERS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, Dec. 13	Jan. 3
"EMPEROR OF CHINA"	6,000	WEDNESDAY, Jan. 10	Jan. 31
"ATHENIAN"	2,440	WEDNESDAY, Jan. 24	Feb. 17
"EMPEROR OF INDIA"	6,000	WEDNESDAY, Feb. 7	Feb. 28
"TARTAR"	4,425	WEDNESDAY, Feb. 21	Mar. 17

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOREA, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail, £40.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Rates of Freight and Passage apply to D. E. BROWN, General Agent.

Hongkong, 29th November, 1905. Corner Pedder Street and Praya, opposite Blake Pier.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

STEAMERS.	DESTINATIONS.	SAILING DATES.
SITHONIA	HAVRE, BREMEN and HAMBURG.	22nd Dec.
H. Bremer	(Calling at SPORE, PENANG & COLOMBO).	Freight.
AMBRIA	HAVRE and HAMBURG.	10th Jan.
Wunneberg	(Calling at SPORE, PENANG & COLOMBO).	Freight.
BRISGAVIA	HAVRE and HAMBURG.	24th Jan.
Russ	(Calling at SPORE, PENANG & COLOMBO).	Freight.
RHENANIA	HAVRE and HAMBURG.	7th Feb.
Förck	(Calling at SPORE, PENANG & COLOMBO).	Freight and Passengers.
NUBIA	NEW YORK via SUZ.	About 11th Jan.
Habel	with liberty to call at the Malabar coast.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted. Lighted throughout by Electricity. Duty qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

King's Buildings.

Hongkong, 5th December, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. L. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 18th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM-FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ RITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNEISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
HAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ RITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.

ON WEDNESDAY, the 20th day of December, 1905, at Noon, the Steamship PRINZ HEINRICH, Capt. P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 18th December, and Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 19th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 19th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM-FOR FRIEDRICH-WILHELMSHAFEN, SIMPSONSHAFEN, HERBERT-SHOEHE, MATUPI, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,762	TUESDAY, 12th December.
PRINZ WALDEMAR	3,227	TUESDAY, 9th January.
PRINZ SIGISMUND	3,302	TUESDAY, 6th February.

ON TUESDAY, the 12th December, 1905, at Noon, the Steamship WILLEHAD, Capt. Ph. Oberauer, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT-TO-YOKOHAMA AND KOBE.

FOR	ABOUT
YOKOHAMA & KOBE	PRINZ WALDEMAR, TUESDAY, 19th Dec.
SHANGHAI, NAGASAKI, KUBE & YOKOHAMA	GNEISENAU, WEDNESDAY, 20th Dec.
SHANGHAI, NAGASAKI, KUBE & YOKOHAMA	ROON, WEDNESDAY, 3rd Jan., 1906.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 6th December, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip—\$12.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UL."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip—\$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 5th July, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP	JAPAN	First half December	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN VIA SHANGHAI	Second half December
TJIMAHI	JAPAN	First half January	JAVA PORTS	First half January
TJILIWONG	JAVA	First half January	JAPAN VIA SHANGHAI	Second half January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor, Hongkong, 6th December, 1905.

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VOGES ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TSIN TING,

LATEST METHODS OF DENTISTRY

STUDIO AT NO. 14, DAQUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 78 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 6th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[76]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO NEW YORK.

Steamers	Leave	Connecting Steamers from	Due at	Due at
to	HONGKONG.	COLOMBO	MARSEILLES (Brindisi)	LYON (London)

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

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			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

COLOMBO.	Tons.	Leave	Connecting Steamers from	Due at	Due at
			COLOMBO	MARSEILLES & LONDON.	2 days earlier.

Hongkong, 27th November, 1905.		MEE CHEUNG	
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TELEGRAM

Russia.

PRECAUTIONARY MEASURES.

LONDON, 4th December.
The most elaborate precautions are being taken in St. Petersburg in view of a feared outbreak of the troops.
The naval forces have been disbanded, owing to their sympathy with the revolution, and quickfiring are trained on the Horse Guard's barracks.
All who can are leaving the country.
Finance and commerce are paralysed.
Engine drivers in Petersburg are the German frontier with news twice a day, whence it is telegraphed on; but the impending general railway strike threatens to cut off this means of communication.

FORCE OF THE JAPANESE NAVY.

It may be well here briefly to summarise the strength of the Japanese navy, which is now entrusted with the wardship of the Far East. Counting the *Mikasa*, the strength is as follows in important ships:—

	Ready.	Constructing.	Total.
Battleships, class 1	3	4	11
" " " " " "	2	1	3
" " " " " "	3	3	6
Armoured cruisers	8	4	13
Protected " "	14	2	16
Destroyers	26	20	46

With a total of thirty armoured units completed, constructing or projected, Japan stands fifth among the Powers of the world, the navies ahead of her being (1) the British; (2) the United States; (3) the German; (4) the French. She has risen to this place from seventh, where she stood in 1904, when above her were the Russian and Italian navies, as well as other fleets already mentioned.—*Navy League Journal.*

JAPANESE SHIPPING.

PACIFIC OR RUCROGROSSION.

INTERESTING PARTICULARS.

At a meeting of the Ship-building Society held in Tokyo, Mr. S. Terada, in the course of a speech, touched upon an interesting phase of Japanese shipping. He said:—

"Prior to the Japan-China war of 1894-5, Japanese steamships numbered 680, and their aggregate tonnage only reached 10,000. After the war, however, the number increased to 827, and the tonnage to 213,000, the latter showing an increase of more than 90 per cent. The increase during the late war, however, amounted to a little more than 40 per cent. At the end of 1903 the number of Japanese steamers was 1,088, and their tonnage aggregated 650,000. At the end of September, 1905, the figures were 1,360 and 930,000 respectively. It is true that Japanese shipping, which ranked sixth on the list in respect to tonnage, has advanced to the position of fifth at a bound after the war, leaving Holland, Italy, and Spain in the rear; but it is open to doubt whether Japan is not behind the countries mentioned in point of quality. The number of steamers purchased during the war was 148, with an aggregate tonnage of 300,000; 120 of the steamers being over 1,000 tons. The majority of the ships, however, are obsolete cargo boats. Their average speed is 10 knots, while their age averages 17 years. The price paid for these ships was comparatively high, being an average of 75 per ton. With regard to the nine newly-built ships, the tonnage of which aggregates 24,000, seven of these possess a double bottom, and they are mostly built of steel. Their speed ranges from 9 to 15 knots, but generally speaking, they can hardly be classed as first-class ships. Wooden vessels totalling 1,897 tons and steel vessels aggregating 7,461 tons were built during the war."

"The number of chartered vessels that plied along the coasting ports during the war totalled 1,347, with an aggregate tonnage of 2,800,000. This greatly relieved the pressure upon the coasting trade by steamers, though the passenger traffic suffered considerable inconvenience for some time. The charterage, estimated at 150 per ton, must have amounted roughly to 10 million yen. The captured vessels of over 1,000 tons numbered 35; their tonnage being 110,000; the vessels lost or sacrificed in the war were also 35, of a total of 83,000 tons. Thus Japan's mercantile navy now consists of 4,958 foreign-rigged vessels of 1,350,000 tons, including 1,360 steamers with the aggregate tonnage of 930,000."

"Although the number and tonnage of Japanese steamers have increased by 40 per cent, as stated above, compared with the fleet before the war, a diminution of about one knot is to be observed in the average speed, and an increase of one year and a half in the average age of the ships. A decrease is also to be noted in the number of vessels possessing double bottom. In this regard Japanese shipping appears to have made retrogression rather than progress, and at the earliest possible moment the ships of obsolete type must be replaced by those of newer pattern. Assuming the average steady duration of ships to be 25 years, it is clear that existing vessels, the average age of which is 17 years, must be replaced in the course of the next eleven years. In other words, Japan must build or purchase new vessels totalling 8,000 tons every year. In the past, 33,000 was the maximum tonnage Japan had built in a single year. It will therefore be readily seen that unless great progress is made in shipbuilding enterprises in Japan they will not be equal to the increasing requirements."

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—
On the 6th at 11:55 a.m. The barometer has fallen generally, particularly over the E. and N. coasts of China.

The depression lying over Central China yesterday, has moved Eastwards and is this morning approaching the neighbourhood of Shanghai from the Westward.

Pressure is high over Japan.
The monsoon is high over the N. part of the China coast, but is likely to set in again strongly to-morrow in the North.

Light monsoon is indicated over the N. part of the China coast.
Forecast:—Variable winds, light or moderate breeze, probably some light rain.

THE REGISTRATION OF PARTNERSHIP.

MUCH NEEDED COMMERCIAL REFORM.

WILL THE STRAITS BILL BE DUNKED?

The Registration of Partnerships, which has been for years a necessity, not only in the Straits, but in China and Hongkong, is now up for discussion before our Legislative Council. The *Daily Mail* (Singapore) says: Hongkong has decided to wait action here. This is not the first time this subject has occupied the attention of our legislators. It was first brought up in 1888. An Amended Bill was, for want of support, not proceeded with in 1894, and in 1901 again the matter was brought up. This time the Chamber of Commerce was not prepared.

The unusual number of failures of Chinese firms in the Straits and Hongkong, and the trouble afterwards in finding out the partners of such insolvent firms, have given grave cause for anxiety to merchants, and elicited severe and out-spoken criticism by our local judges as well as those in Hongkong.

APPLICABLE TO ALL.
The present Ordinance will be applicable to European and Native firms. Every firm will have to be registered. Every person failing to register his firm will be liable to a fine not exceeding \$25 per day, for every day the firm remains unregistered.

In registering a firm the declaration must contain the following particulars: 1. Firm's name; 2. Address; 3. Nature of business; 4. Address of partnership firm; 5. Name of each partner; 6. In case of Chinese, the Chinese characters for such names, the residence of the person registering, in the Colony and outside the Colony; 7. Birthplace; 8. Age; 9. In case of a minor or a Mohammedan or an Indian, the name of his father; 10. Name of any other firm in which the person has a partnership; 11. The impression of the chief seal or chop of Chinese firms.

FINES TO BE IMPOSED.
The liability to incur a fine of \$25 per day will prove an incentive to firms, and partners to register themselves according to the rules laid down. The main object of the Bill is to discover the actual partners in firms, more especially Chinese, as lack of knowledge of the constitution of such firms is dangerous to credit-givers and, what is still more serious, encourages dishonesty.

A Chinaman of supposed good standing may have a small interest in a firm, and on his name, that firm enjoys credit, yet when the smash comes, it is discovered that his interest is practically nil, he having placed only a comparatively small sum in the business. Later further smashes take place and the same man appears in each case, probably as the chief partner.

Again, it is often discovered that the principal partners, seeing inevitable failure coming, clear off to China, or, if not, the chief partner or partners live in China, where it is impossible to reach them.

LEGAL OPINION.
This state of things is ruinous, and is more especially so on the small European firms. It is not business, and in more than one case, has been worked by Chinese firms so cunningly and smartly as to warrant their actions being called a swindle, and, although in nearly every case men have been seriously reprimanded by the Courts, yet the judges have found themselves entirely unable to punish the offenders. The legal fraternity, the Official Assignees, and the judges are all in favour of the passage of the Bill.

There is no possible reason for throwing out the Bill. There are several opponents to it, among whom is Mr. Huttenbach. This gentleman is strongly opposed to the provisions for identification, claiming that they are vexatious, and predicts that the Ordinance will make the position of the creditor worse and even drive away trade. Mr. Huttenbach's firm has, like all other firms, been a heavy loser through the very shortcomings, which the opposed Bill will rectify. He says it will drive away trade, but has not shown why. There is no inducement for English and foreign manufacturers to start business in the East. They know for a certainty the exact construction of their law firm and, if not, they can always obtain information from the Banks. Such firms would, therefore, never think of doing business in the Straits, China and Hongkong for themselves. Why? The question is readily answered. They want to know with whom they deal. Even the Banks here cannot say for a certainty, except in a few exceptional cases of firms of long standing.

That some Chinese firms themselves arrived at a decision on the point is proved by the verbiage to be occasionally seen in our local papers, declaring the partners in the firms.

It is not only hard on the small European firms that nothing is done, but it is a gross injustice to respectable native and Chinese firms, who must, as a result, also rest under a cloud of suspicion.

ANOTHER VIEW.
The merchant in Penang expressed his view on the position thus: "I or my assistant know the business, &c. If the position is altered, all my experience and knowledge become of no value."

The view taken by the gentleman is certainly selfish, yet it is not to be credited that any merchant in the East can know with absolute certainty the constitution of every firm or even 50 per cent of the firms with whom they trade. Their cashiers, buyers, and salesmen do not, and if that is so, how can the European himself know? Such arguments cannot hold.

There is no one firm in Singapore of any standing which has not at one time or other suffered, and many have suffered very severely.

WILL DONE PENANG.
It is pleasant to see that little Penang is not to be overruled by our Chamber of Commerce, for notwithstanding Mr. W. H. Sheldrake's letter urging the Penang body to co-operate against the Bill, the Chamber of Commerce practically unanimously decided that they approved of the general principles of registration of partnerships, but are of opinion that certain provisions require considerable amendment at the same time they thank the Government for introducing the Bill. Penang is to be congratulated on the steps she has taken.

The proposed Bill will affect the large firms by giving the smaller ones, which cannot afford to make heavy losses, at least a fair chance, and that is what the large firms seem to want.

NORWEGIAN SHIPPING.

A RETROSPECT.

TRADES AND COMPETITION.

We have received from Messrs. Asgard, Thorsen & Co., steamship agents, a comprehensive report on Norwegian shipping in the Far East for 1904-1905. This most interesting compilation is the work of Mr. Bjorn Asgard, and from its pages we make the following extracts:—

Owners having steamers in the Far East have had a lively time of it during the Russo-Japanese war, and can look back upon a prosperous past, bringing them good remuneration at a time when practically all other markets were at low ebb.

Most of the Norwegian steamers out here were employed in Japanese, Korean and Manchurian coasting trades, trade between Japan and North China and between Hongkong and Formosa. Owing to that the Japanese regular lines, principally the Nippon Yusen Kaisha and the Osaka Shosen Kaisha, who previously had had their own steamers running in these trades, had to place them at the disposal of the Japanese Government as transports. Besides this, the war brought renewed activity in all directions up North, the Mitsui Bussan Kaisha and Mitsui Bishi Goshi Kwashi for instance requiring a large number of steamers.

It is from the same source that our strongest competition will come. The Japanese have shown themselves to be admirable calculators; indefatigable and intelligent workers in the art of war, and their mercantile abilities are, if anything, superior to their martial qualities. Now that the war has been brought to a successful issue, they will, with all that energy which has actuated the world, go in for peaceful acquisitions, and their steamers, so long bound transports, will by one by one, do so.

Already, several of the regular lines which were kept up by chartered tonnage, have again put Japanese boats on the run. A friendly competition, hard as it at times may become, will however not result in any of the contestants losing heart; but will rather tend to increase the feeling of comradeship, and we are glad to state that the Norwegian boats and Norwegian captains have been and are very favourably looked upon both by foreign, Japanese and Chinese charterers out in the East.

Owing to the tightness of money and the unsatisfactory results of previous ventures, local Chinese, who, in former years took the largest number of Norwegian steamers on time charter, practically withdrew from the market. The export of rice from Saigon to Hongkong dwindled down to practically nothing, and during the whole time the war has lasted, the situation may curiously be described as this: that the market was most active and fixtures most numerous in the North, the Hongkong market following as a bad second, and the Singapore and Bangkok markets being the slackest, with no demand in comparison to former years.

The Norwegian tonnage was especially hampered in the Bangkok trade where the North German Lloyd has assumed a control which practically constitutes a monopoly. How long this is going to last we cannot say, but in the immediate future no hopes of an increase of trade for our steamers may be expected in this direction, so that the efforts will have to be concentrated upon retaining as much as possible of what we have until an efficient arrangement can be made to protect our interests in Siam and Straits Settlements.

The way in which the German Companies have been able to expand their Eastern trade commands entire admiration and it is to be hoped that Norwegian owners will take the lesson set by their German competitors, to heart, and adopt a closer combination with each other coupled with a heartier support of those who have been placed out here to attend to their interests.

By acquiring new and expanding their old regular lines, the Japanese and Germans have got a foothold in the East from which they will not be ousted; and which it may be assumed will lead to their ultimately becoming more and more dangerous competitors not only to Norwegian owners but also to the British, who hold the record as the largest shippers, traders and carriers to the Far East and on the coasts out here.

WHALING.
The two Norwegian whalers *Rea* and *Regina* stationed at Nagasaki have, we understand, had a prosperous year on the Korean coast, and it is reported that the whaling fleet is going to be augmented by one or two steamers. Japanese have just ordered whalers to be built at Nylands Shipbuilding Yard, Christiania, and we expect that the competition between the different firms in this line will become even keener than it has been.

FOREIGN CARRIERS.
Owing to the large influx of undesirable, the various Governments and authorities in the East decline to allow sailors and firemen not having the necessary means of subsistence, to be discharged from steamers arriving out from home, except the owners or their agents deposit sums varying between \$100 to \$500 or the necessary amounts for passages home. These regulations, which are justified in every way by the circumstances, have led to various controversies between the Consuls and the Captains. The procedure is, however, becoming more and more known in Norwegian shipping circles, so that further controversies hardly will occur in the future.

REMITTANCES.
During the period in question and for the steamers fixed by us, more than kroner 7,000,000 were encashed and have been remitted to the owners, besides more than kroner 2,500,000 purchase money for Norwegian steamers which we have sold out here.

EXCHANGE.
The dollar is at present standing at 2.17 to demand rate, a splendid exchange, which will recoup the owners somewhat for the increased cost of running their steamers and for having had to accept lower freights of late. The average exchange, which in 1900 was 2.00, fell in 1901 to 1.85, in 1902 to 1.80, in 1903 to 1.75, and in 1904 to 1.70.

Last year the value of the dollar again rose to 1.80, on an average, and during the last months of this year it has been steadily on the increase, with quotations as high as 2.10 for June 1905.

WORKING EXPENSES.
An enormous increase in prices for all commodities required not only by those living permanently in the East but in no smaller degree necessary to the working of the steamers out here, must, we repeat to say, be recorded. This has especially been the case in Japan and Hongkong, the direct cause being the war and the abnormal agitation occasioned by the same. In active agitation has now set in to counteract the continued increase. Whether this attempt will prove abortive or not, the future will tell, but in the meantime we are in the midst of an upheaval with no certain prospects of a decline.

DOCKING CHARGES.
Owing to the loyal support of Norwegian owners, who have appointed us the agents, we were able to make very satisfactory contracts with the local Dock Company, monopolising (sic) the docking facilities at Hongkong, ensuring for the steamers in our hands a considerable reduction in docking charges, etc., thus effecting a saving of thousands of dollars to our clients.

SAVINGS AND INSURANCE.
The mutual salvage arrangement at present existing between the largest Steamship Owners in China, Messrs. Butterfield and Swire, Jardine, Matheson and Company, and the China Merchants Steam Navigation Co., by which vast sums are saved by the companies in question, commands the attention of Norwegian owners and underwriters.

The insurance question ought, we think, also to be reconsidered, in view of the anticipated hard competition in the shipping line out here. Any change of system which would lead to a reduction in the present insurance premiums would be a great advantage to the companies in question, and a combination of the many small interests into one large common one, is much to be desired. A glance at the scale on page 7 giving names of the Norwegian owners having steamers trading out here will show our readers how split-up the Norwegian interests in reality are.

NORWEGIAN CONSULAR FEES.
Owing to that firms who had chartered Norwegian steamers on time charter declined to pay the consular fees, we have had the following clause inserted in our charters:—

"Norwegian Consular fees including those payable at ship's port of registry amounting to 3 shillings per net ton per month, to be paid by the charterer to owners' agents in monthly instalments," by which we have been able to refund owners leaving their steamers in our hands considerable sums of money.

ARBITRATION AND LAWSUITS.
As agents for the "Nordisk-Skibsejersforening" we have attended to several arbitrations and lawsuits concerning Norwegian steamers.

BUNKER COALS.
The price of bunkers has constantly risen owing to the lack of coal from Japan resulting from want of miners and railway trucks and owing to the increased consumption during the war. We have, however, as agents for the "Steamship Owners' Co-operative Association" been able to secure bunker coal at prices than individual owners have had to pay.

The coal question has become of vast importance than ever to the large fleet of vessels at present trading in the East, and as prices for Japan coal are as high as \$12 at present, we may look forward to an increased import of Bengali coal, which it is hoped can be brought on the market here at about \$2 less per ton, or of Australian coal, of which latter large shipments have arrived. If Indian and Australian coals get hold of the market, we expect new trades to spring up principally for vessels of larger type, between Calcutta-Singapore and Hongkong, and between Newcastle, New South Wales and the North.

Attempts are also being made to place Borneo coal on the market; however the great difficulty in getting miners to work the fields owing to the climate and to hygienic impediments may prove too great at present.

At the beginning of last autumn and winter, Cardiff coals were practically a drug on the market on account of the large influx, but these cargoes have now been worked off, and the market has again attained its normal aspect.

CHARTER PARTIES.
The charter parties at present in vogue out in the East vary in their contents so materially that Norwegian owners in company with the competitors ought to effect a unification and to secure a standard form for the whole of East Asia similar to what has been done in the West Indian and North American trades. Attempts, resisted by us, have of late been made up north to still further ensure for charterers a form most satisfactory to them and obnoxious to owners.

By mutual concessions, a reasonable charter form satisfactory to both parties could easily be arranged. However, as long as owners do not take the initiative and as long as agents and brokers in their attempts to do business, a *tout prix* support the claims of the charterers, we shall have to be content with the chaos at present reigning.

THE RISE IN SILVER.

SIAM'S CURRENCY.

The following is taken from the *Bangkok Times* of 20th ult:—

Owing to the rise in the price of silver, the Government has advanced the Treasury selling price of the tical. We understand that the result on to maintain any advance made still holds good, that the Government is confident of its ability to keep the price up to the figure now reached. That being so, the effect on trade is not likely to be very noticeable, and things should easily adjust themselves to the change. The most natural result to be expected would be a check in the exports, as the holders of paddy are very reluctant to lower their rates, and exporters cannot safely maintain the present prices when exchange goes up. But with a bumper crop in prospect, that is a matter that should not prove very difficult. The importer, of course, should benefit by the improvement in the value of the tical, but the retail purchaser of imports has by this time ceased to hope to share in the benefit. Theoretically he should, since prices went up with a falling tical, but all experience goes to show that retail prices are not seriously lowered by an improvement in the value of silver. The only people, however, who are likely to be seriously affected by what is in itself an excellent thing and for the general welfare, are those who enjoy the some-time blessing of a sterling salary. As regards such Government servants, the recent history of the tical must be regarded as establishing for them some claim to consideration. A man who was content with a sterling salary that yielded him 800 ticals a month when the value of the tical was 19 to the £, is not likely to be so when there is a 20 per cent distant prospect of its being reduced to 17 by a difference in exchange. All the same the advance is one to be regarded with satisfaction.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2 0 10
Do. demand	2 0 5 10
Do. 1 month's sight	2 0 5 10
France—Bank T.T.	2 5 4
Do. demand	2 5 4
Do. 1 month's sight	2 5 4
India—Bank T.T.	2 0 0
Do. demand	2 0 0
Do. 1 month's sight	2 0 0
Singapore—Bank T.T.	7 1 8
Do. demand	7 1 8
Do. 1 month's sight	7 1 8
Bank of England rate	2 1 1
Sovereign	9 9 5

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW,

the 7th December, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, A LARGE ASSORTMENT OF GOLD, SILVER AND DIAMOND JEWELLERY.

Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 6th December, 1905. [1100]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

FRIDAY,

the 8th December, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, A LARGE ASSORTMENT OF MISCELLANEOUS ARTICLES, comprising

HALF-PLATE CAMERAS, SEXTANTS, CLOTHING, TELESCOPES, BINOCULARS, BOOTS AND SHOES, SUNDRY JEWELLERY, &c., &c.

Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 6th December, 1905. [1200]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

MONDAY,

the 11th December, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, A LARGE ASSORTMENT OF JAPANESE CURIOS, comprising—

OLD SATSUMA VASES, INCENSE BURNERS, WALL PLATES, GOLD AND SILVER CLOISONNE WARE, TEA SETS, LACQUERED WARE, SILK, EMBROIDERIES, OLD BRONZES, WALL HANGINGS, KAKEMONOS, IVORY ORNAMENTS, &c., &c., &c.

Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 6th December, 1905. [1301]

LADIES' RECREATION CLUB.

A SUBSCRIPTION DANCE will be held in the

CITY HALL, TO-MORROW,

7th December, 1905, from 9.15 P.M. to 12.30 A.M.

Applications for Tickets (\$5 each) should be addressed to Mrs. FRAZER, Hon. Treasurer, at the King Edward Hotel or c/o The Hongkong and Shanghai Banking Corporation, or to the President, c/o Messrs. Jardine, Matheson & Co. Tickets may also be had at the door. A Train to the Peak will be run, not later than 1 A.M.

M. BELL, Hon. Secretary.

Hongkong, 6th December, 1905. [126]

EQUITABLE LIFE ASSURANCE SOCIETY.

BY TELEGRAPH.

AFTER EXAMINATION, the Chartered Accountants have further certified to the Directors of the EQUITABLE LIFE ASSURANCE SOCIETY of the United States that the Society has a surplus of 67 millions and that the Society's financial position is unquestionable.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 6th December, 1905. [1107]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

REGATTA HOLIDAY.

IT is hereby notified that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on SATURDAY, the 9th Instant.

By Order,

A. R. LOWE, Secretary.

Hongkong, 6th December, 1905. [1204]

NOTICE TO CONSIGNEES.

STEAMSHIP "DUNDAS" FROM JAVA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. Before delivery can be made an Average Bond must be signed by Consignees at this Office. No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 6th December, 1905. [1105]

Intimations.

Special Opportunity

AT THE ROBINSON PIANO CO., LD.

Two COLLARD DRAWING-ROOM GRANDS

HALF-PRICE (to close a/c).

5 RACHALS' PIANOS

\$550, formerly \$700.

APOLLO PIANOLAS

\$290. Rolls 20% off.

JUST UNPACKED

IN NEW STORE,

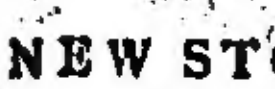
BECHSTEIN, STEINWAY, KRAUSS, HAAKE, RACHALS, WERNER.

A STOCK UNEQUALLED

IN THE COLONY.

HIRE OR CREDIT.

Hongkong, 6th December, 1905. [1201]



Trade Mark

TELEPHONE No.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"HUICHOW"	7th December.
GLASGOW AND LIVERPOOL	"IDOMENEUS"	8th "
GLASGOW AND LIVERPOOL	"STENTOR"	19th "
GLASGOW AND LIVERPOOL	"KANCHOW"	26th "
GLASGOW AND LIVERPOOL	"TELEMACHUS"	27th "
GLASGOW AND LIVERPOOL	"PYRRHUS"	2nd January.
GLASGOW AND LIVERPOOL	"PAK LING"	2nd "
GLASGOW AND LIVERPOOL	"SAINT BEDE"	2nd "
GLASGOW AND LIVERPOOL	"PATROCLUS"	9th "

Chartered S.S. "Huichow" left Singapore at daylight on the 1st inst., and is due here on the 7th.
S.S. "Idomeneus" left Singapore on the morning of the 3rd inst., and is due here on the 8th.

HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	19th December.
GENOA, MARSEILLES & L'POOL	"GLAUCUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"TYDEUS"	2nd January.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	1st January.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"JASON"	7th December.
	"TYDEUS"	26th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th December, 1905.

CHINA NAVIGATION CO., LIMITED.

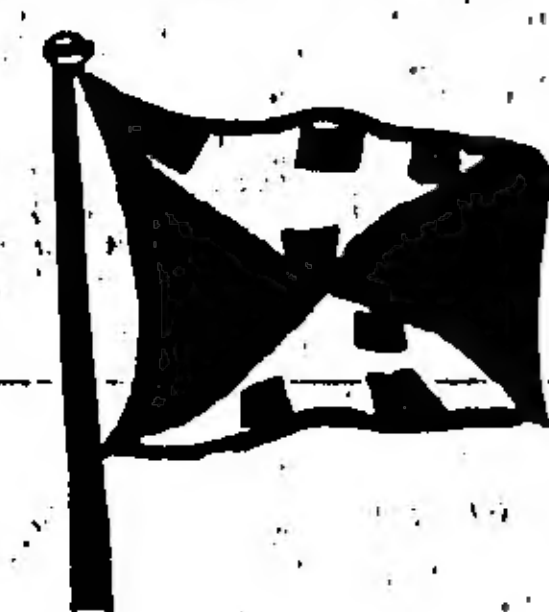
FOR	STEAMERS	TO SAIL
KOBE	"CHANGSHA"	8th December.
MANILA	"TAMING"	12th "
CEBU and ILOILO	"KAIFONG"	22nd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, SYDNEY and MELBOURNE	"CHANGSHA"	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th December, 1905.



HONGKONG—MANILA.

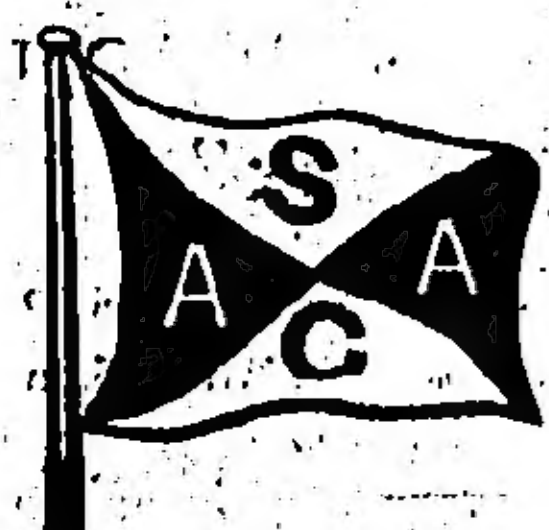
Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon—midships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA	SATURDAY, 9th Dec.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th Dec.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st December, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	For	Sailing
"INDRANI"	FRIDAY, 15th December.	

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd October, 1905.

BOO CHONG.

STATIONER AND PAPER MERCHANT,
No. 90, Pottinger Street.Always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Glue Duplicator.
Hongkong, 23rd February, 1905.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBTS contracted by the Officers or
the Crew of the following vessel during her
stay in Hongkong Harbour—
CELTIC CHIEF, British ship, Captain John
Jones—Standard Oil Co.

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI"
Captain T. Austin, R.N.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.
if time permits.FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3.50; Return Ticket,
\$5.50; and Class 2nd, 3rd Class, 50 cents each.
Every Sunday will be an Excursion, at the
following rates—1st and 2nd Class, Single
Ticket, \$1.50; Return, \$2.50; 3rd Class, 50
cents; Return, 50 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 9th October, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	T. R. MEAD.
"KWONG TUNG" 1,338	H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare—Single Journey \$4.
Meals 3/- each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW	"HUNSAUNG"	THURSDAY, 7th Dec., Daylight.
SHANGHAI	"KWONGSANG"	THURSDAY, 7th Dec., 3 P.M.
S'GAPORE, PENANG & CALCUTTA	"KUNSAUNG"	TUESDAY, 12th Dec., 3 P.M.

† Taking Cargo on through Bills of Lading to Cheloo and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 6th December, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGAT ON COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,498	Ernst	December 16th.
"COMEDIA"	4,376	Wagmann	December 22nd.
"NICOMEDIA"	4,376	Feldmann	January 7th, 1906.
"ARABIA"	4,376	Metzschin	January 13th.

The S.S. "Arconia" is expected to sail from Moji on the 7th instant, and will be due here on
the afternoon of the 12th.
The S.S. "Nicomedia" left Astoria on the 14th ult., and is due to arrive here on or about
the 14th instant.Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"BEN" LINE OF STEAMERS.

FOR MARSEILLES AND LONDON.

THE Steamship
"BENLOMOND"
Captain Henderson, will be despatched as above,
on or about the 23rd instant.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th December, 1905.EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN"
Captain W. G. McArthur, will be despatched for
the above Ports, on WEDNESDAY, the 27th
instant, at 10 p.m.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.
The Steamer is installed throughout with
Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th December, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Lyra	4,417	G. V. Williams	22nd Dec.
Platada	3,753	F. G. Purington	29th Dec.
Shawmut	9,606	E. V. Roberts	
Hyades	3,753	Geo. Wright	
Tremont	9,606	W. T. Garlick	

* Cargo only.

CHAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. "Shawmut" and "Tremont"
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.For further information, apply to
DODWELL & CO., LIMITED
General Agents.Queen's Buildings,
Hongkong, 6th December, 1905.REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"GHAAZE"	9th December.
"LOTHIAN"	14th December.
"ATHOLL"	3rd January.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.
Hongkong, 30th November, 1905.

Shipping—Steamer.

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR MOJI, YOKOHAMA AND KOBE.

THE Steamship

"AUSTRALIAN"

Captain W. G. McArthur, will be despatched as
above, TO-MORROW, the 7th instant, at
Daylight, instead of as previously advertised.

For Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 6th December, 1905.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 2 P.M.
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 11th instant will be subject
to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, 11th instant, at
9.30 A.M.All Claims must reach us before the 16th
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 5th December, 1905.

"MOGUL" LINE OF STEAMERS.

S.S. "PATHAN."

FROM GLASGOW, LIVERPOOL AND
MIDDLESBOROUGH.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 11th instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 15th
instant, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 4th December, 1905.

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SILVIA"

Captain Jäger, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned, and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored
at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 8th December will be sub-
ject to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 8th December at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 18th December, 1905.

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. "Armand" and from Bordeaux ex s.s.
"Ville de Dunkerque" and "Friedrich" are in-
formed that their Goods, with the exception of
Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazar-
dous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, whence deliv-
ery may be obtained immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned, Goods remaining undelivered after
THURSDAY, the 7th December, at Noon
will be subject to rent and handling charges.All Claims must be sent in to us on or before
the 7th December, or they will not be recog-
nized.All damaged packages will be examined after
THURSDAY, the 7th December, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Agents.

Hongkong, 30th November, 1905.

Shipping—Steamer.

NOTICE TO CONSIGNEES.

THE P. & O. Steamship

"PORTLAND"

FROM BOMBAY, CALCUTTA AND
SINGAPORE.Consignees of Cargo on this above-named
vessel are hereby informed that their Goods
are being landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, whence deliv-
ery may be obtained immediately after landing.Optional Cargo will be forwarded unless
notice to the contrary be obtained as soon as
the Goods are landed.This vessel brings on Cargo ex S.S. "Arconia"
from London, &c., at 5 P.M.From Australia, ex S.S. "Arconia" and
B. & P. S. N. Co.'s "Shanghai" and
"Sydney".Optional Goods will be landed here unless
intimation is given to the contrary before
10 A.M. TO-DAY.Goods not cleared by the 8th instant, at
3 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative, at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWITT,
Superintendent.

Hongkong, 2nd December, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALANGCOTTA"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 5 P.M. SUNDAY, the 3rd
December, will be landed at Consignees' risk
and expense.This Vessel brings on Cargo ex "Zamania"
and "Gwalior" from Madras and Pondicherry.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 2nd December, 1905.

Intimations.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

A MAGNIFICENT DONATION

preliminary arrangements for

1. *Journal of the American Medical Association*, 1997; 277: 1025-1030.

francis Wilson, the comedian, believes the absent-minded man lives in our New Rochelle. Last summer, Mr. Wilson's front door got out of order and refused to ring, and to find a friend, an electrician, he asked him to come and make the necessary repairs. Meeting the man several days afterward, he reminded him that the matter had not been attended to and inquired when he could find convenient to look after it. The electrician gratefully replied:

"Why, I called at your house the very day I asked me, I rang your front door bell and—time again and no one paid the slightest attention to me!"

SUSAN'S MAGAZINE

Shipping Report.
Str. Profit from Bangkok :—Strong wind,
 g sea.
Str. Forewards from Pakhoi :—Very fine wea-
 ter, light ENE. winds.
Str. Haimun from Coast Ports :—Light
 breeze, and dull hazy weather, and smooth sea.
Str. Lyndae from Java :—Fine weather first
 of voyage, strong NE. monsoon, very high
 sea, and heavy squalls from 10° N., weather
 dull.

Jagasul and Viadivonostok—*Per Tungus*,
 Dec. 9 A.M.
 Jacco—*Per Heungking*, gth Dec. 9 A.M.
 Jambounga, Jolo (Sulu Island), Sandakan
 Kudat—*Per Borneo*, gth Dec. 9 A.M.
 Jacco—*Per Heungking*, gth Dec. 1.15 P.M.
 Jempionshafen, Fr., Wilhelmshafen, Herberstein,
 Jernsund, Brabant, Sydney and Melbourne
 Jernsund, Wilhelmshafen, Dec. 4 A.M.
 Europe, etc., India, Australia—*Per*
 Jernsund, 12th Dec. 11 A.M.
 Jernsund, Penang and Calcutta—*Per Kam-*
 Jernsund, 12th Dec. 2 P.M.
 Jernsund—*Per Taming*, 12th Dec. 3 P.M.
 Jernsund, Penang and Bombay—*Per Capri*,

... ..	sub-marine...
... ..	destroyer...
... ..	battleship, reserve
... ..	destroyer
... ..	armoured gunboat
... ..	gunboat
... ..	river gunboats
... ..	destroyer
... ..	battleship, reserve
... ..	receiving-ships
... ..	river gunboat

* Flagship of Vice-Admiral Richard, Commander-in-Chief, Mediterranean.
 * Flagship of Rear-Admiral de Pesque de La Roche.

—	—	—	Lieut. Glorieux
—	—	—	Lieut. Vincent-Bris
9,437	8	6,071	Flagship of Rear-Ad-
—	—	—	Capt. Pavard of the
1,706	10	1,700	the local naval de-
630	3	900	Lieut. Leball
350	5	—	Capt. Daries
1,150	23	4,560	Lieut. Roque
233	7	600	Commander Tergu
er-in-Chief.			Lieut. Fourchasse
ore, Second-in-Comm			Lieut. Aragon

mac
 raj de Marolles
 lains, Com'ding
 of Indo-China

Saigon
 Haiphong
 Saigon
 Baie d'Along
 Upper Yangtze
 Saigon
 Saigon
 Siamshui

Manila—Per *Taming*, 12th Dec., 3 P.M.
Singapore, Penang and Bombay—Per *Capri*,
12th Dec., 10 A.M.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
from	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
fr	transport	—	—	—	Lieut. Merle	Haiphong
is	river gunboat	133	—	500	Lieut. Jeannel	Wuchow
anche	river gunboat	149	5	150	—	Haiphong
nette	river gunboat	—	—	150	—	Saigon
nade	river gunboat	—	—	150	—	Saigon
e-tête	river gunboat	140	5	150	Lieut. Millot	Saigon
la	gunboat	325	4	438	—	Saigon
as	armoured cruiser	4,000	31	9,500	Lieut. Mervilleux du Vignaux	Gulf of Siam
as	gunboat	645	10	1,300	Captain Allinot	Baie d'Along
da	cruiser.	3,083	14	5,500	Lieutenant L'Eoy	Haiphong
li-Thouars	armoured cruiser	10,014	—	—	Commander Amel	Port-Davot (Annam)
C	river gunboat	303	—	—	Lieut. Mère	Port-Davot (Annam)
C	destroyer	303	7	6,300	Lieut. Coton	Haiphong
C	destroyer	350	—	303	Lieut. Bibet	Haiphong
hen T	protected cruiser	—	—	—	Capt. Tracou	Haiphong
don	armoured cruiser	9,376	7	20,300	Capt. Ridoux	Saigon
ri Rivière	river gunboat	—	—	—	Lieut. Portier	Haiphong
lin	river gunboat	300	6	308	Lieut. Le Coroller	Haiphong
line	destroyer	307	—	300	Commander Sagot-Duvaloux	Haiphong
lant J	cruiser.	1,350	7	2,300	Commander Simon	Haiphong
l	sub-marine	—	—	—	Armbruster	Saigon
caum	armoured cruiser	9,500	12	10,600	Capt. Martel	Saigon
quest	destroyer	307	7	6,300	Lieut. Duchemin	Port-Davot (Annam)
l	river gunboat	—	—	—	Lieut. Grellier	Baie d'Along
l	gunboat	—	—	—	Lieut. Marchand	Chungking
l	sub-marine	307	7	6,300	—	Tongku
l	sub-marine	—	—	—	—	Saigon
he	destroyer.	—	—	—	—	Baie d'Along
ountable...	battleship, reserve	9,437	8	6,071	Lieut. Glorieux	Saigon
...	destroyer	—	—	—	Lieut. Vincent-Bridgman	—
...	armoured gunboat	1,796	10	1,700	Flagship of Rear-Admiral de Maellien	Haiphong
...	gunboat	629	2	900	Capt. Pavernet de Sillan, Com'dant	Saigon
...	river gunboat	—	—	—	the local naval defence of Indo-China	—
...	destroyer	—	—	—	Lieut. Lebel	Haiphong
...	river gunboat	—	—	—	Capt. Dupries	Saigon
...	destroyer	—	—	—	Lieut. Roque	Baie d'Along
...	battleship, reserve	6,150	23	4,560	—	Upper Yangtze
...	receiving ship	—	—	—	Commander Terquem	Saigon
...	river gunboat	133	7	600	Lieut. Yougrasse	Hougray
...	—	—	—	—	Lieut. Bragdon	Saigon
...	—	—	—	—	—	Shanghai

* Flagship of Vice-Admiral Richaudeau, Commander-in-Chief.
 * Flagship of Rear-Admiral de Maellien, Second-in-Command.
 * At the disposal of Rear-Admiral de Maellien.

Intimation.

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

THE following are in Stock:—

PRIME AUSTRALIAN BEEF, MUTTON, LAMB, PORK AND VEAL.
DAIRY FARM FED PORK.

Copps, Dairy Farm Fed (dressed) \$1.05 each.
Chickens, do do 0.75 " "
Chickens, Livers 0.04 " "
Chickens, Gizzards 0.04 " "
Carns, Most Extract, 2 oz 0.70 per pot.
do do 4 oz 1.25 " "
Ducks, Local (dressed) 1.25 each.
Ducks, Wild 0.75 " "
Australian Smoked Mutton 0.50 per lb.
do do Schoapper 0.50 " "
Hares, Local (dressed) 1.50 each.
Hares, Australian 1st Grade 1.40 " "
Ham, Best York 0.70 per lb.
Ham, Australian, "Pineapple" Brand 0.60 " "
(2 cts. extra per lb for Ham if cut).
Kidneys, Australian Sheep 0.05 each.
Lemons, Australian 48 cts. & 50 cts. per doz.
Oysters, American (large size, in tins) 2.50 per tin.
Australian Oysters, 24 doz. bottles 1.00 " bot.
" 5 " " 1.90 per bottle.
Partridges, Local 0.75 each.
Pigeons, Local 0.25 " "
Pigeons, Wild (dressed) 0.20 " "
Rabbits, Australian 1st Grade 0.65 " "
Rice Birds 0.55 per doz.
Sausages, "Swiss" Frite 0.55 per lb.
Sausages, Ome Make (of Australian Meats) 0.25 " "
Squid, Local 0.25 each.
Tongues, Australian Sheep 0.20 " "
Turkeys, Choice Australian (plucked) 0.60 per lb.

(SPECIAL NOTE.)
Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.
Orders for NOON should be sent in by 8.00 A.M. the same day.
Orders for 3.30 P.M. should be sent in by NOON the same day.
Hongkong, 15th November, 1905. [988]

For Sale.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for

GASOLINE AND GAS LAMPS.

at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 55, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

Mails.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON.

SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON.

HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN"

Captain A. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 12th December, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. Yarra bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ARMAND BEHIC, 26th December.

S.S. ERNEST SIMONS, 9th January.

S.S. POLYNESIE, 23rd January.

G. DE CHAMPEAUX, Agent.

Hongkong, 29th November, 1905. [7]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship "SIMLA"

Captain C. D. Goldsmith, R.N.R., carrying His Majesty's Mails, will be despatched from this port BOMBAY, on SATURDAY, the 10th December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Macedonia, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Calcutta, due in London on the 27th January, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to R. A. HEWITT, Superintendent.

Hongkong, 2nd December, 1905. [5]

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OR

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY * * *	\$22.50
" * * *	20.00
" * * *	16.75
WHISKY, FINE MALT	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
" SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [1123]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND ACCESSORIES.

Telephone 556.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KEMP & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 10.

STOCKS.	NO. OF SHARES.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,702,728	115 @ exchange 1/10 = \$18.66 1/2 for first half-year 1905
National Bank of China, Limited	99,025	£7	£5	\$41,768	\$2 (London 3/6) for 1903
MARINE INSURANCES.					
Canton Insurance Office, Limited	10,000	\$250	\$50	\$211,540	\$20 for 1904
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	Nil	\$4 for year ended 30.4.1904
North China Insurance Company, Limited	10,000	£15	£5	Tls. 302,053	Final of 7/6 making 15/ for 1904
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,339,112	\$4 for 1904
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$486,284	\$12 and \$3 special dividend for 1903
FIRE INSURANCES.					
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$329,047	\$6 dividend & \$1 bonus for 1903
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$360,372	\$34 for 1903
SHIPPING.					
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$8,832	\$1 for 1904
Douglas Steamship Company, Limited	20,000	\$50	\$50	Nil	\$3 1/2 for year ended 30.6.1905
Hongkong, Canton & Macao Steamship Co., Ltd.	20,000	\$15	\$15	18,064	\$1 for first half-year 1905
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	£4,435	12/ @ 1/10 = \$5.29 5/11 for 1904
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 43,762	Interim of Tls. 2 for 1905
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	£58,852	Interim of Tls. 1 1/2 for 1905
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$929	Interim of 1/2 (Coupon No. 5) for 1904
Straits Steamship Company, Limited	5,000	100	\$100	\$21,231	\$10 for 1904
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 4,333	Interim of Tls. 2 for 1905
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$42,812	Interim of \$10 for 1905
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	Dr. \$85,087	\$3 for 1897
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04
MINING.					
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£8,000	Final of 1/2 (No. 5)
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	G. \$672,093	Interim of 50 cents (gold) for 1905 (No. 5)
Yauk Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	No. 12 of 1/2 = 48 cents
DOCKS, WHARVES & GODOWNS.					
Farmham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Final of Tls. 8 making Tls. 13 for 1904/5
Finwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$3.75 for 1904 on old capital
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$250,000	First year
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$50,000	Interim of \$2 1/2 for 1905
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$64,000	\$6 for first half-year 1904
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 59,880	\$1 1/2 for 1905
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Interim of Tls. 6 for 1905
LANDS, HOTELS & BUILDING.					
Astor House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	\$14,516	\$2 1/2 for year ended 30.6.1905
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 8,000	Interim of Tls. 5 for year 1905/6
Central Stores, Limited	123	\$15	\$15	\$20,000	Final of 60 cents making \$1.80 for 1904
Do. (Founders)	74,000	\$15	\$15	\$1,102	None
Do. (New Issue)	12,000	\$50	\$50	\$600,000	Preferential of 7 per cent for 1904
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$5 for first half-year 1905
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$50,000	Interim of \$3 1/2 for 1905
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,966	Interim of Tls. 1
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000	Final of \$6 making \$10
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	90 cents for 1904
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$3 for 1904
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 2,600,000	Interim of Tls. 3 for 1905
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 70,000	Interim of Tls. 3 for 1905
Tientsin Land Investment Company, Limited	7,725	Tls. 100	Tls. 100	Tls. 772,500	Interim of \$1 1/2 for 1905
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	Interim of \$1 1/2 for 1905
COTTON MILLS.					
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	Tls. 4 for year ended 31.10.1903
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$1 for the year ending 31.7.05
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Interim of 3 1/2 a/c 1898
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Interim of 4 1/2 a/c 1898
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000	4 1/2 for 1897
MISCELLANEOUS.					
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	\$400,000	None
Bell's Asbestos Eastern Agency, Limited	8,000	£12 1/2	£12 1/2	£114	1 1/2 per share for 1904
Campbell, Moore & Co., Limited	1,200	\$12	\$12	\$14,400	\$3 for 1904
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	\$1 for 1904
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Interim of Tls. 1 for 1905
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	Interim of Tls. 1 for 1905
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	80 cents for 1904
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$187,500	\$1.20 for year ending 31.7.1905
Green Island Cement Company, Limited	150,000	\$10	\$10	\$1,500,000	\$3 for 1904
Hall & Holt, Limited	21,000	\$20	\$20	\$420,000	Final of \$1 making \$2
Hongkong Electric Company, Limited	30,000	\$10	\$10	\$300,000	\$1.00 for year ending 30.4.1905
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$125,000	\$15 for year ending 30.11.1904
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	Interim of \$4 for 1905
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$500,000	\$10 for 1904
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$150,000	Final of 50 cents making \$1 for the year
Lang, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	\$250,000	Interim of \$5 for 1904
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 2,500,000	3rd quarterly div of Tls. 2 1/2 paid 15.9.05
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	Tls. 350,000	making 50 for Tls. 15 for 1905
Philippine Company, Limited	67,500	\$10	\$10	\$675,000	Tls. 5 for 1904
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	11,200	\$50	\$50	\$560,000	None
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 800,000	Interim of Tls. 3 1/2 for 1905
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 270,000	Tls. 6 for 1904
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Interim of Tls. 6 for 1905
Shanghai-Sum-Tra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Interim of Tls. 5
Shanghai Waterworks Company, Limited	7,500	£20	£20	£150,000	Interim of 15/ for 1905
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	None
Team Laundry Company, Limited	20,000	\$5	\$5	\$100,000	50 cents for year ended 31.5.05
Straits Ice Company, Limited	2,000	\$100	\$100	\$200,000	\$5 for 1905
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5
United Asbestos-Oriental Agency, Limited	9,000	\$10	\$10	\$90,000	60 cents for year ended 31.5.1905
Do. (Founders)	100	\$10	\$10	\$1,000	Interim of 50 cents for 1905
Watson, (A. S.) & Co., Limited	50,000	\$10	\$10	\$500,000	Final of 70 cts making \$1.70 for year 1904/5
William Powell, Limited	15,000	\$10	\$10	\$150,000	Final of 70 cts making \$1.70 for year 1904/5